

EDMONTON GATEWAY TO THE MINERAL RICHES OF THE NORTH

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THE EDMONTON AERODROME

Where Northern Air Service makes its headquarters, the field is classed A-1 by the Dominion Government, marked and lighted for day or night landings, has fully equipped repair shops, supply shops, meteorological service, run-ways and beacons.

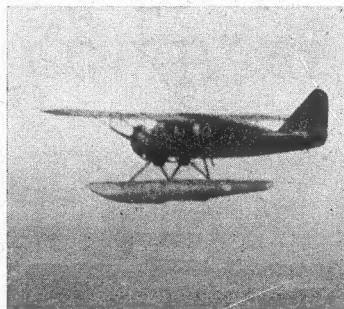
EDMONTON—THE GATEWAY

Edmonton—"Capital City of Alberta," is the Gateway to the mining fields of Great Bear Lake. Trains leave Edmonton for Waterways every Tuesday, connecting at that point with river steamers or air service, to points north, including Great Bear Lake, and the Arctic. All northern traffic passes through Edmonton, whether by air, or other methods. It is a city of over 80,000 population, fully equipped with first-class mercantile supply houses; owns its own utilities; has splendid accommodation, parks, playgrounds, golf links, and residential districts. It has one of the most up-to-date auto camps in Western Canada. Has good highways, connecting it with southern, eastern and western points in Canada and the United States. Has one of the most commodious and best equipped aerodromes and flying fields in Canada and is the commercial centre for a district of over 70,000 square miles, carrying a population of over 375,000 people. It is reached by two transcontinental railways. Its climate is a most favorable one, especially during the summer months. It is the government headquarters for Alberta, with mining recording office, government information bureau, at 402 Blowey-Henry Building, Edmonton, where full information, maps, etc., can be obtained concerning the North. For many years Edmonton merchants have specialized in supplying the Northern trade. They know what you want to meet conditions in this new country, and how goods should be packed for safe transit, and prices compare equally with other centres.

Air Service Available at all Times

As Your
Gateway to the North
EDMONTON IS
Is Your
Logical Supply
Point

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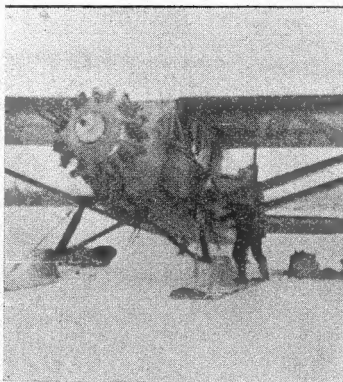
IN SUMMER



The Bear Lake Mineral Areas

The present known Bear Lake Mineral Area is located at Echo Bay, Hunter Bay and Conjurer Bay on the east end of Great Bear Lake. According to reports it is a highly mineralized area with a known extent at present of approximately 65 miles long by eight miles wide. First discoveries of high-grade radium ore, silver and copper ores were made in 1930, and in 1931 these discoveries have been developed to the extent of showing that, as per government reports, "Beyond any question the pitchblende (radium) deposits at Le Bine Point, Echo Bay, constitute a very valuable source of radium—" That, in addition to the radium silver running almost 50%, to the ton, and copper running as high as 47% to the ton, are in existence in the field. Also it is stated, that the pitchblende ores carry high gold values (\$18 to \$20 to the ton), and it is expected that gold ores will also be discovered with more intensive prospecting. The field is a large one—hardly scratched at present, and has already attracted the notice of the larger mining interests of the continent, who have already, holdings in the district. The field is reached under present transportation conditions either direct by air, in around 10 hours' flying time, or by water, with navigation opening in June. The distance from Edmonton in an air line is around 950 miles, from the railway terminal at Waterways, Alberta. Active mining operations are being planned for 1932 by the various companies interested, when it is expected that the present known widths of ore-bearing veins will be proved up as to depth by diamond drilling and open cutting. The field is already characterized in mining circles as the major discovery of the present decade. It is expected that there will be a considerable influx of mining men into the district during the year of 1932.

Air Service Available at all Times



IN WINTER

BY AIR

OR

BY WATER

Edmonton
IS THE
Gateway

Transportation

Being a new field situate away from civilization, Great Bear Lake transportation is necessarily difficult under present conditions. It can be reached from Edmonton:

1. Rail to McMurray, and by airplanes, capable of carrying a load of 1000 to 1200 lbs., either winter or summer, in around ten hours, flying time, and two days' rail journey—cost, \$1,247 or \$1,487.
2. Rail to McMurray and water to Fort Rae on Great Slave Lake, and airplane from that point to Echo Bay, during June, July and August. Trip duration, approximately two days rail; seven days water; 3 hours air—cost, \$670.
3. Rail to McMurray and water to Echo Bay via Fort Norman, the Bear River and Great Bear Lake—travel season, June, July and August. Trip duration, approximately one month from Edmonton to Echo Bay, cost, \$489.00.

Of the three methods, the air route, whilst more expensive, is the quickest in reaching a field where the prospecting season is a short one. Planes are leaving for the field up to the first week in April, from then



Waterways—the terminal of the Alberta and Great Waterways Railway, giving a weekly service connecting with boats going to Great Bear Lake and the Arctic.

on all communication by air from Edmonton ceases until June. On the water routes, the season opens in June and closes in September.

Planes leave Edmonton via McMurray at regular intervals during March; 1st, 8th, 15th, 22nd, 29th, for Northern points as far as Fort Resolution on Great Slave Lake. Passengers for Fort Rae, Echo Bay and other points not mentioned, are advised to communicate with the Edmonton office of Canadian Airways, Ltd. Whilst further trips may be made in April, these are dependent entirely on weather conditions and the spring break-up in the North.

Note: Aeroplane travel costs are approximate, depending on tonnage carried.

PASSENGER RATES—EDMONTON

Rail to McMurray, \$13.33, sleeper, \$5.00, meals approx. \$7.50 \$ 25.83
 Plane, McMurray to Echo Bay 325.00
 Baggage allowance, 30 lbs. Express rate, per lb. 1.35
 A plane carrying a pay load of 1,000 lbs., Edmonton to Echo Bay costs \$1,200.
 A plane carrying a pay load of 1,200 lbs., Edmonton to Echo Bay costs \$1,440.

This would roughly mean two men and sufficient outfit to last 100 days in the mining field.

Return trip, Echo Bay to McMurray, per passenger \$225.00
 Baggage allowance, 30 lbs., Excess rate, per lb. 1.10

By arrangement with the Hudson Bay Co., transport department, summer trips into the North during June, July and August, are offered at reduced rates. Either northbound by plane and southbound by steamer, or vice versa:

Return Fares Inclusive of Meals and Berth on Boat.

	North by Air South by Boat		South by Air North by Boat
Fort Smith	\$ 84.00	Fort Smith	\$ 75.00
Fort Rae	205.00	Fort Rae	195.00
Fort Resolution	135.00	Fort Resolution	120.00
Fort Norman	352.00	Fort Norman	330.00
Aklavik	530.00	Aklavik	500.00

Water Routes, via Fort Rae, Air to Echo Bay.

Rail to McMurray, inclusive	\$ 25.83
Boat fare to Fort Rae	48.00
Meals on Boat	21.00
Berth on Boat	14.00
**Freight on 1,000-lb. outfit to Rae (4c per lb.)	40.00
Freight on rail to McMurray	21.30
*Plane, 1,000 lbs. Fort Rae to Echo Bay	500.00

..... \$670.13
 *Plane carrying 1,200 lbs., Fort Rae to Echo Bay \$600.00
 Single plane, passenger rate, Fort Rae to Echo Bay 175.00
 Baggage allowance 30 lbs., extra baggage, per lb. 55c
 **Baggage allowance by water, 150 lbs.

Via Fort Norman-Bear River Route.

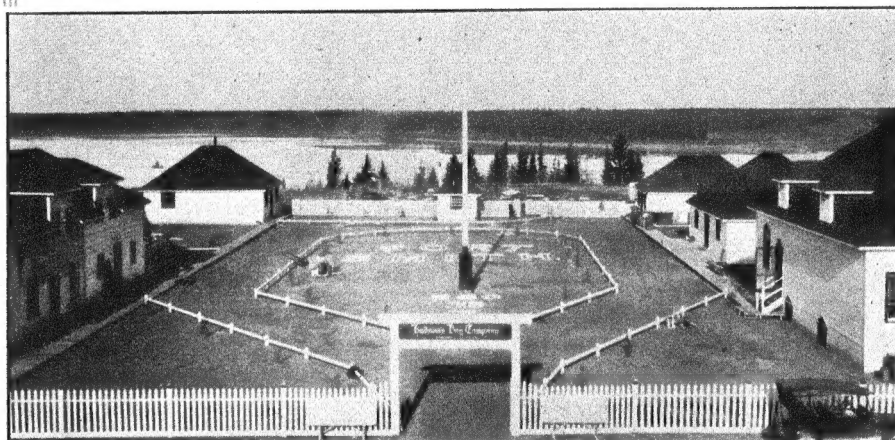
Rail to McMurray (2 days)	\$ 25.83
Steamer fare to Norman (8 days)	77.00
Berths (8 days)	16.00
Meals (8 days)	24.00
Norman to Echo Bay, meals and passage; no sleeping accommo- dation	165.00
Freight on 1,000 lbs., Edmonton to McMurray	21.30
Freight on 1,000 lbs. McMurray to Echo Bay	160.00

\$489.13

First trip of lower river boat leaves Fort Smith June 11th, arriving at Fort Rae June 14th. For Fort Norman, leaves Fort Smith June 18th arrives Fort Norman June 23rd, connecting there with Bear River transportation to Echo Bay.

GAME.

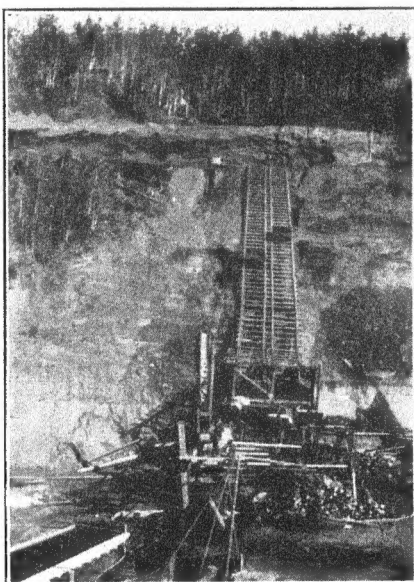
There is game in the country, but it should not be relied upon. Fish is plentiful in summer months; small birds can occasionally be obtained. Generally speaking, all food supplies should be taken in with no allowance for extra game which may be obtained.



Hudson Bay Post—Fort Smith. Fort Smith is headquarters for the Commissioner and Government of the Northwest Territories.

Bituminous Sands

Tar sands of Alberta, situate on the Athabasca River, comprise an enormous deposit of bituminous sands of over 1000 square miles in area, capable of yielding 200,000 tons of bituminous sands to the acre. They are being developed for commercial use by the McMurray Asphaltum and Oil Co., Ltd., of Petrolea, Ontario, at Draper, Alberta, on the A. and G. W. Railway. A good market for these sands has been found in many towns in Alberta—Camrose, Vegreville, Edmonton, Calgary; also in the national parks of Jasper and Banff; Regina, in Saskatchewan; Port Arthur, Detroit and Cleveland, to which points shipments of large amounts have been made for pavement, sidewalks, railway platforms and crossings. It is claimed that a superior pavement, non-slippery and alkali-proof can be laid with these sands at much lower costs. Main advantage in using them is very little equipment for laying is required; concrete bases are not necessary, and it forms an excellent opening for the employment of much unskilled labor. These sands are being mined by the McMurray Asphaltum and Oil, Ltd., at the terminal of the A. and G. W. Railway, at Draper, 280 miles north of Edmonton. Enquiries concerning their use can be addressed to the above company, at either Petrolea, Ont., Box 741 Edmonton, or at Draper, Alberta.



Mine and Plant of the McMurray Asphalt and Oils, Ltd., at Draper, Alta.



Air Landing Field at McMurray.

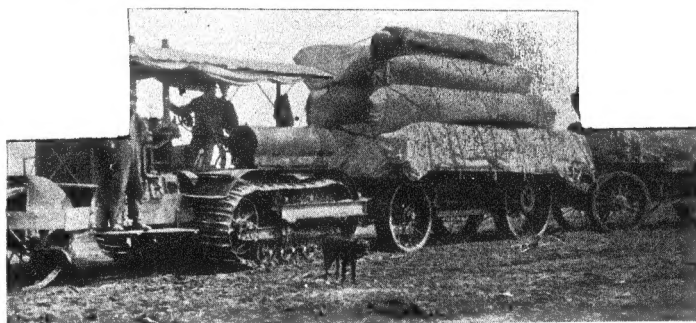
INDEPENDENT OUTFITS

Men experienced in navigating and bush work can make the trip by water at less expense, by purchasing a small boat at McMurray, with gasoline out-board motor, taking their own outfit in via Fort Norman. The river route is a safe one almost the whole way to Fort Norman. The portage charge at Smith is \$1.00 per 100 lbs. From Norman up the Bear River, 90 miles, up-stream work will be experienced, and across the lake to Echo Bay can be made in small boats by hugging the shore line as much as possible.

Hudson Bay trading post at Fort Resolution, Fort Norman and Fort Smith, and Northern Traders', Ltd. posts at Fort Smith, Resolution, Rae, Norman and Great Bear Lake carry supplies, but amount is limited if demand is abnormal.

SUPPLIES.

In ordering food supplies get the best—the cost of handling will be less—they will keep longer and in better condition. All cans should be eliminated as much as possible. Bacon should be put up in sealed packages. All cereals should be packed in bags in small quantities and the whole enclosed in packing cases not exceeding 60 lbs. in weight, strapped with wire bands, numbered and marked so as to make checking easy without breaking open.



On the Smith Portage

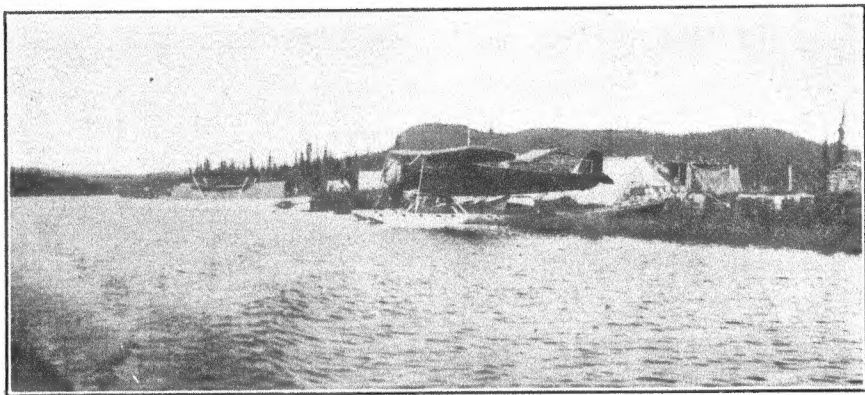
System of transporting freight across the Smith portage, 16 miles long—Passengers and freight are handled quickly by motor transportation by Ryan Bros., pioneer freighters of the north.

Distances from Edmonton

	Miles
Echo Bay via Fort Rae—	
Edmonton to McMurray	300
McMurray to Fort Smith, water or Air	305
Smith to Fort Rae, water or Air	353
Fort Rae to Echo Bay, Air	290
Total, Edmonton to Echo Bay via Fort Rae	1248
Via Fort Norman and Great Bear Lake—	
Edmonton to McMurray, rail	300
McMurray to Fort Norman, water	1120
Fort Norman to Echo Bay, water	300
Total	1720



The Slave River at Forth Smith, commencement of navigation on the lower reaches of the Arctic great waterways.



Airplane Harbour at Hunter Bay—Great Bear Lake—Hunter Bay has radio station—Is 40 miles from Echo Bay—Mineral discoveries have been made at both Hunter and Echo Bays.

Towns and Outposts

McMurray—The railway terminal from Edmonton, going North, is at Waterways, 3 miles from McMurray, a thriving village on the Clearwater and Athabasca Rivers. It is the centre of the Tar Sand mining industry and salt industry. It has stores, a bank, telegraph office, air base, fish plants and warehouses. Boat landing is at Waterways, immediately adjacent to the railway terminal.

Fort Rae—Is an outpost on the northwest arm of Great Slave Lake. It is stated that the Fort-Rae-Echo Bay air line will operate from this point. It will also be the concentrating point for the landing of supplies for the Bear Lake camps. The Canadian Airways, Ltd., are locating a freight plane with a carrying capacity of 7,000 lbs. pay load at this point. Distance to Echo Bay 290 miles.

Fort Norman—Is at the junction of the Mackenzie and Bear Rivers. Supplies are transferred at this point to shallow craft capable of navigating up stream on the Bear River to Great Bear Lake.

Bear River—Is 90 miles long, has a portage of approximately 12 miles half way up. Is shallow and only tunnel boats can be used.



A party of Dominion Explorers Ltd., landing at Fort Norman, preparatory to a season's prospecting trip—These men are sent out by airplane or canoe in pairs to likely mineralized areas.

Outlet Great Bear Lake to Echo Bay—Approximately 210 miles. Ice leaves Great Bear Lake middle of June; the south shore is rocky with shallow watered beaches. Lake usually rough. Weather controls crossing.

Fort Smith—North end of the Smith Portage, where boats leave for the lower river points. Mining recording office, headquarters for Commissioner N. W. Territories. Has Hudson Bay Post, Northern Trader's Post, several other stores, hotels.

Fort Fitzgerald—Southern commencement of Smith Portage, 16 miles. The Smith Portage, rendered necessary by rapids on the Slave River, is the neck of the bottle to northern points. It has a good motor road across the portage. Freight and passengers are speedily handled by Ryan Bros. who have full equipment for handling any kind or weight of supplies.

Fort Resolution—On south side of Great Slave Lake, where traffic diverts to Fort Rae, 150 miles across the lake.

Freight

It is important to get freight to McMurray as early as possible to ensure its delivery at lower river points during the current season. It commences to assemble in April and the first boat to Fitzgerald leaves around the 19th of May. Frequent trips, approximately every three days, are made by boats from Waterways to Fitzgerald.



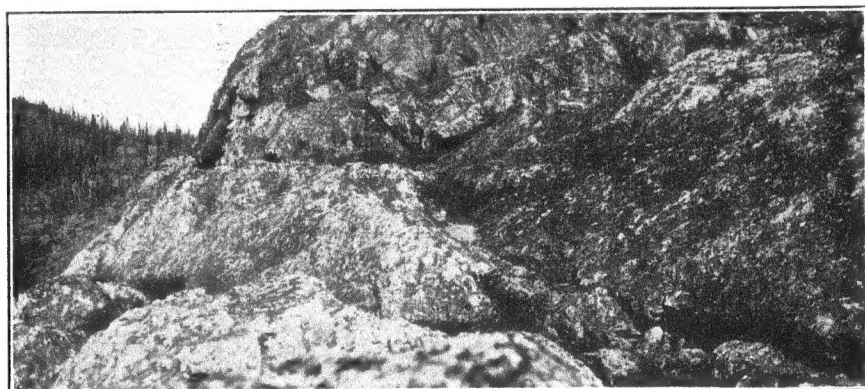
CLIMATE AND WORKING CONDITIONS

ECHO BAY
Bear Lake is further south than Spitzbergen, where ore has been mined successfully for many years. It is in about the same latitude as Dawson, where mining has also been successfully carried on for many years. Its climate, whilst rigorous in winter months, will not interfere seriously with underground mining. There is almost perpetual daylight from May to August. Summers are generally hot, winters cold, with occasional extremes of temperatures. Provided a proper equipment is arranged for, the country presents no more than the usual inconveniences of sub-arctic climate conditions.



A prospecting outfit in the hills, showing method of travel in summer-time, away from air or water transportation—Dogs carrying around 30 lbs. each are used for transportation of supplies.

BY WATER OR BY AIR EDMONTON IS THE GATEWAY To The Mineral Field of Great Bear Lake Areas EDMONTON IS YOUR NATURAL SUPPLY POINT



Mineral showing at Echo Bay.

Staking Regulations

Prospector's license required, cost \$5.00, obtainable at Mining Recording Offices, Edmonton, Fort Smith, Fort Resolution, Fort Norman. Two proxies are allowed each prospector actually on the ground. Both proxies must have miner's licenses and proxies must be registered before entering mining field.

Number of Claims—Six in own name and six each in names of two proxies. Total, 18 claims in all each year.

Size of Claims—1,500 feet square; 4 posts, one at each corner of ground. No. 1 post must be placed at the N.E. corner of claim. Line must be blazed between each post so as to allow clear view along the whole boundary of the claim.

Grouping—Claims may be grouped for the purpose of development and the whole assessment work can be done on one or more claims thus covering the group.

Recording—Claims must be recorded within 60 days after staking. Fee, \$10 per claim, at nearest mining recording office.

Assessment Work—To hold claims, 200 days' work within five years from date of recording must be done on each claim. 40 days each year, the first 40 days' work to be done within 18 months of the date of recording. Eighteen claims would comprise an area of 9,000 yards long by 500 yards wide, or 5.5-44 miles long by more than 1/4-mile wide.

Placer Claims

Placer Claims (Who May Stake)—Any person. No proxies. Each staker allowed two power of attorneys filed in advance with mining recorder. Interval between staking, 60 days. Number of claims: Each sixty days, one in own name, one in name of each power of attorney. Power of attorneys must have miner's licenses.

Staking—Two posts must be placed, one at each end of the base line along the creek-bed, or if inland claim, one post at each end of line parallel to and fronting creek.

Size of Claims (Ordinary Claim)—500 feet long, along base line of creek and 1,000 feet on each side of creek base line.

Discovery Claim—One locator; 1 claim, 1,500 feet along creek and 1,000 feet each side.

Two locators: 2 claims, 1,250 feet each along creek and 1,000 feet on each side. Three locators: 2 claims, 1,000 feet along creek and 1,000 feet each side. 1 claim ordinary size.

River Claim (Ordinary Claim)—1,000 feet along base line of river and 1,000 feet on one side of the river only.

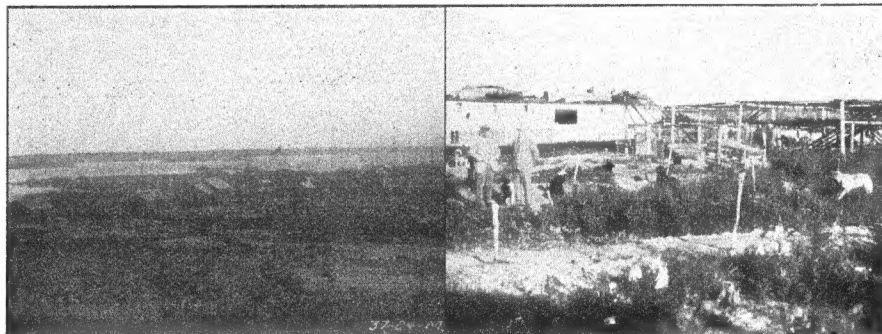
Discovery Claim—One locator; 1 claim, 3,000 feet along river and 1,000 feet on one side.

Two locators: 2 claims, 2,500 feet along river and 1,000 feet on one side. Three locators: 2 claims, 2,000 feet along river and 1,000 feet on one side. 1 claim ordinary size.

Inland Claims (Ordinary Claim)—1,000 feet long parallel to base line of creek towards which it fronts and 1,000 feet wide.

Discovery Claim—One locator; 1 claim, 3,000 feet parallel and 1,000 feet wide.

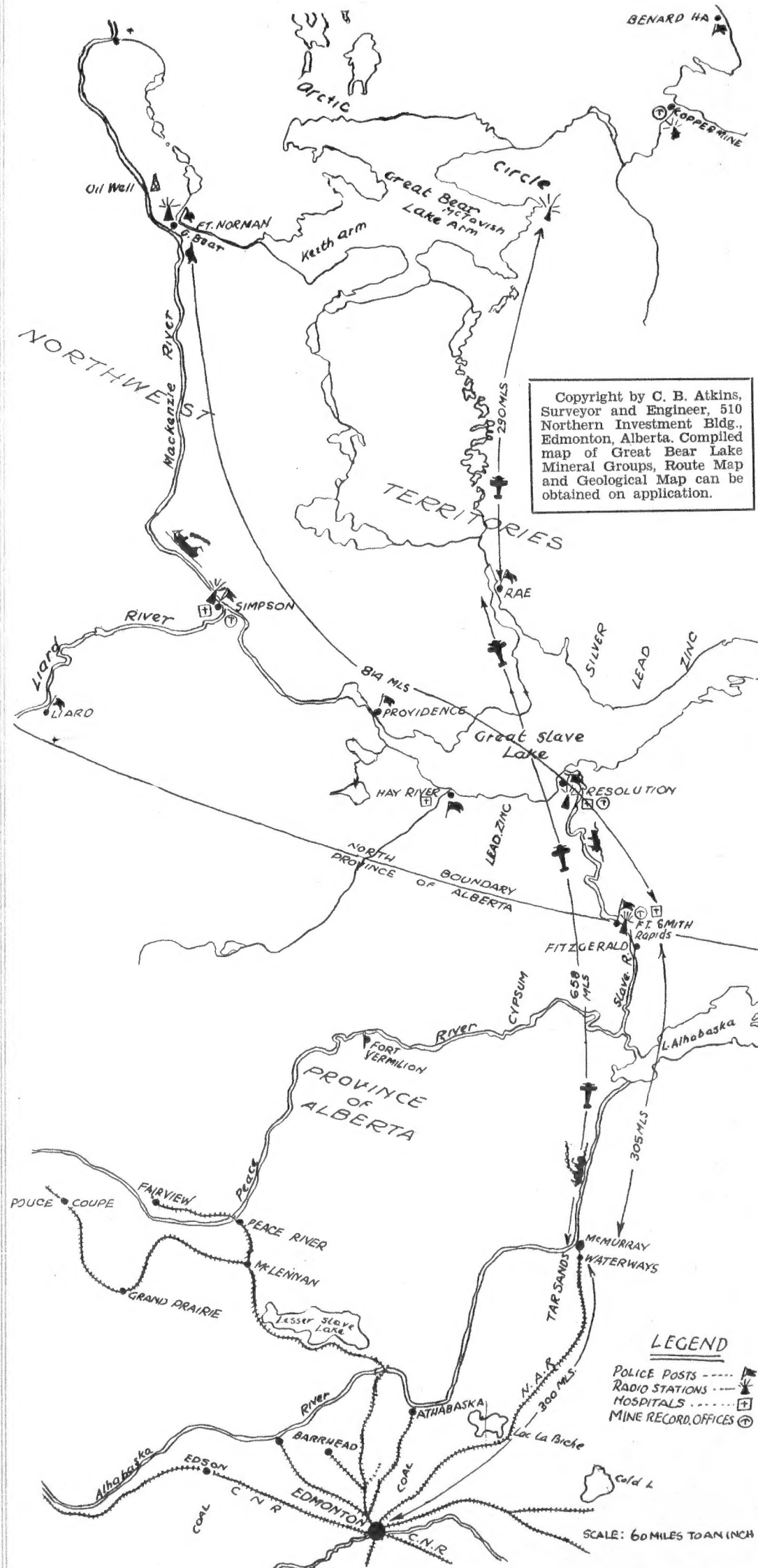
Two locators: 2 claims, 2,500 feet parallel and 1,000 feet wide. Three locators: 2 claims, 2,000 feet parallel and 1,000 feet wide. 1 claim ordinary size.



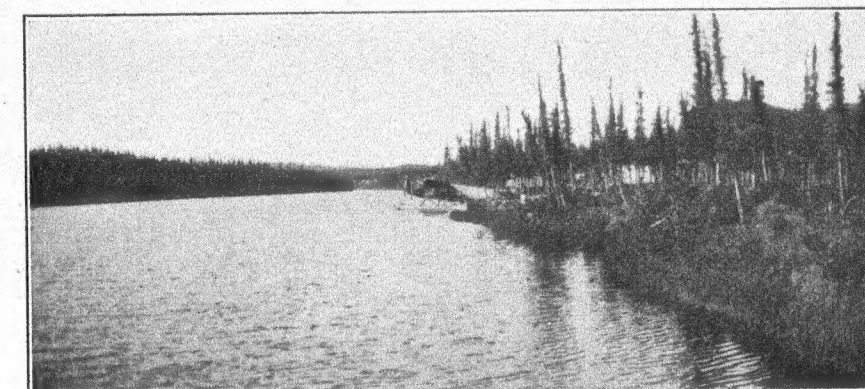
Typical outposts of the North—(Top left), Yellowknife Settlement—Great Slave Lake. (Bottom left), Fort Resolution. (Bottom right), Arctic Red River.

OUTFIT IN EDMONTON

Where years of experience in catering to the northern trade is at your service. All supplies are especially packed to stand weather and transportation conditions.



For outfitting, transportation or supplies address any of the following:
Hudson's Bay Co., (Mackenzie River Transport) Beaver House, Edmonton.
Ryan Bros., (Transportation), Fort Smith.
Northern Traders Ltd., Tegler Bldg., Edmonton.
For information concerning the Mineral Areas of the North based on actual northern experience with northern exploration and mining parties address
The Edmonton Publicity Bureau
709-710 Tegler Bldg., Edmonton, Ph. 25475
Purchasing and packing of outfits supervised—references furnished.



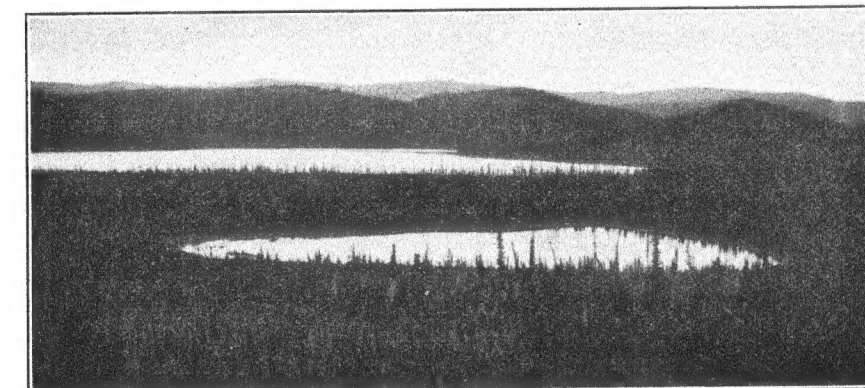
Le Bine's Camp at Echo Bay, scene of Radium and Silver discoveries.

Supplies

A proper outfit of supplies and equipment suitable for the particular needs of Northern mining and exploration is of the utmost importance. These can be obtained in Edmonton from business houses experienced in equipping Northern parties for over a hundred years. The following is a suggested list of supplies necessary for two men for 100 days in the field:

CAMP EQUIPMENT FOR BASE.

Heavy canvas tent. Mosquito netting.
Collapsible camp stove, complete with pipes and asbestos ring. Two waterproof ground sheets.
Two eiderdown sleeping bags. One heavy axe, carborundum stone and files.
One light, one heavy axe, carborundum stone and files. Spools of copper wire, nails, auger and bit, bucksaw.
Pots and pans, fry pan, tea pot, coffee pot. Pitch, copper rivets, canvas, thread and awls.
Pick or mattock and shovel. Morar and pestle (Iron).
Box of explosives, fuse and caps. Heavy and light rope.
A few dozen small canvas bags, heavy duck.
Small assay outfit, including blow torch.
Candles, electric torch and batteries. First-aid kit and a few drugs.
Snowshoes and extra babich for filling, duffle.



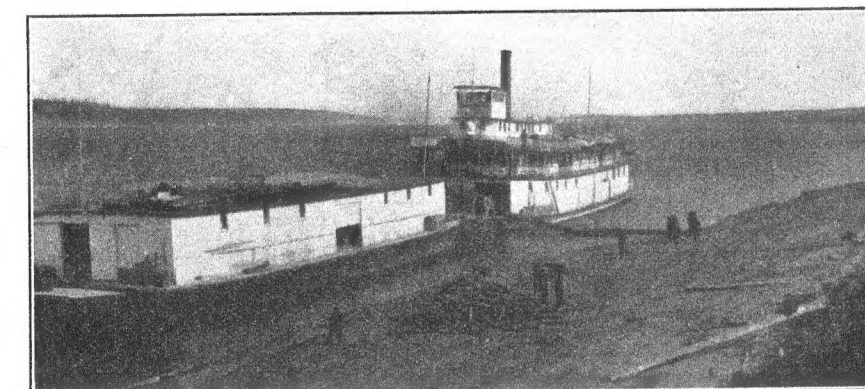
Typical Country Around Great Bear Lake.

FIELD EQUIPMENT.

Sheath knife, compass, aneroid. One pair field glasses, camera.
An automatic pistol, .45, .22 rifle, 30.30 carbine.
2 light haversacks. 2 heavy pack bags.
Geological picks, fish hooks and trolling spoons, and fish line.
Collapsible canoe with outboard motor.
Hardwood material for sleigh; heavy webbing for harness.
Aluminum cooking outfit, primus stove with oil.
Magnifying glass, small mosquito-proof tent.

CLOTHING.

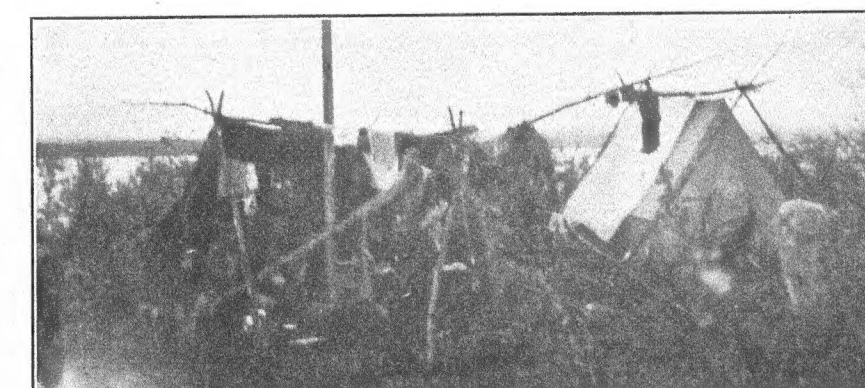
Canvas parka, summer work; fur parka, winter work.
Heavy socks, moccasins. Boots, heavy underclothing. Overalls, leather.
Light rubber canvas shoes. Sweater, light underwear. Windbreaker.
Hat, fur cap, mitts (several pairs), light cotton gloves (several pairs).



How freight is carried down the Mackenzie—The S. S. Distributor, Hudson Bay steamer, taking on wood for fuel purposes.

FOOD SUPPLIES (Basis 2 Men—100 Days)

Lbs.	Ozs.	Lbs.	Ozs.
Flour	180	Onions, dried	14
Roller Oats	18	Baking Powder	4
Rice	12	Salt	10
Cornmeal	10	Pepper	8
Whole Wheat Flour	20	Yeast	8 boxes
Split Peas	6	Baking Soda	1
Bacon	120	Soap	10 bars
Sugar	75	Dried Fruit	34
Tea	8	Raisins	8
Coffee	6	Currants	2
Butter	30	Jam	12
Cheese	10	Matches	2 cartons
Milk Powder	20	Mustard	8
Beans	50	Macaroni	7
Potatoes (Des.)	26	Tobacco	7
		Towelling	



A Typical Prospector's Summer Camp in the North.

